



Dear Senator,
As a railroad man
I am interested in

**WRITE
NOW**

•The President's Page

RAILROAD employes have the greatest opportunity in a long while to make their voices heard on a piece of specific legislation designed to improve not only the current railroad situation, but the nation's transportation system as well. For the first time in recent history, the Congress of the United States is taking serious recognition of the inequities and restraints that have prevented the railroads from doing the kind of a job they are capable of doing.

After extended hearings conducted by Senator Smathers, Bill S. 3778 was introduced in the Senate, and other bills with the same objectives are pending in the House. These bills have the complete endorsement of the entire railroad industry. The proposals contained in S. 3778 are outlined in this issue of the magazine,

Whether these bills become law will depend upon the way your Senators and Representatives vote on these measures. As Senator Smathers said recently in addressing the New York Traffic Club, "Now it is a matter of politics. You railroaders represent many people. What happens is determined by simple addition—how many votes do you have? From this point on

you gentlemen have the challenge in your lap. It will be interesting to see how you meet it."

The job will not be easy. There will be massive opposition from our competition. I am sure you realize that the future of the industry and the stability of railroad employment depends on the favorable passage of these bills. For your own self interest, I hope you will accept the challenge of Senator Smathers and write to your two Senators and the Congressman from your local district urging them to vote in favor of these bills. For your convenience, their names are listed on page 1.3. Ask your friends and neighbors to do the same.

We cannot afford to miss this chance to help ourselves,



P.S.—We would also appreciate the help of any retired employes who may read this message.



Oldest Employe Magazine in Railroad Industry . . . Our 54th Year of Publication

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OUR OBJECTIVE

Primarily the Erie Railroad Magazine is published for Erie employes and their families, secondarily for Erie shippers, suppliers, shareholders and others interested in the railroad. The editors try to tell objectively and completely about the progress of the Erie by discussing management's policies, day-by-day practices, problems and plans for the future. Just as important is the human side of the news. Emphasizing contributions to better citizenship and a better Erie, part of each issue is devoted to individual aspirations and achievements of Erie employes on and off the job.

June, 1958

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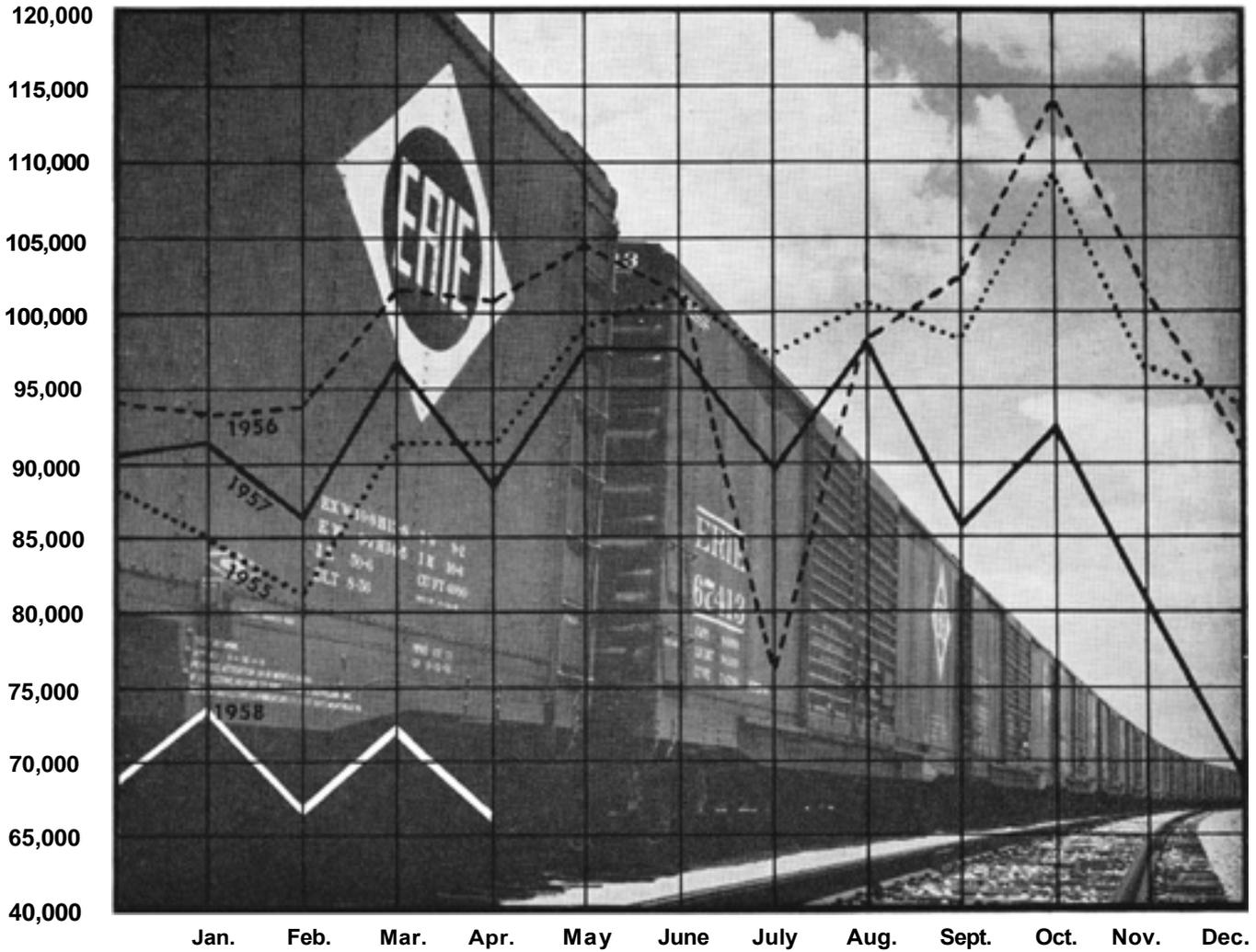
THE COVER

The hands of a typical member of the Erie family--Edward K. Singer, locomotive engineer, Mahoning division--start a letter to his senator. Write now to your senators and congressman for relief for the railroads. Write now, and keep writing as the bill moves from Senate to House, and, perhaps, back again. See page 13 for names and addresses; and read pages 5 and 12.

George C. Frank Asst. to President
 Talbot Harding Associate Editor
 William S. Gamble Secretary
 John F. Long Photographer-Reporter

Distributed free of charge to Erie Railroad employes. To others, \$1.50 a year. Single copies, 15 cents- Material and photographs should be sent to the editorial and business offices, Midland Building, Cleveland 15, Ohio.

Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

Future of Railroads Rests in Your Hands - Write Now

Employees, Wives, Friends Can Save Lines

TODAY, more than ever before, the future of the railroads depends on you.

You, by your action or lack of action as an individual, can determine whether the railroads will survive, as strong, independent privately-owned wage and tax paying organizations. If you act now they will. If you fail to act a great opportunity will be lost.

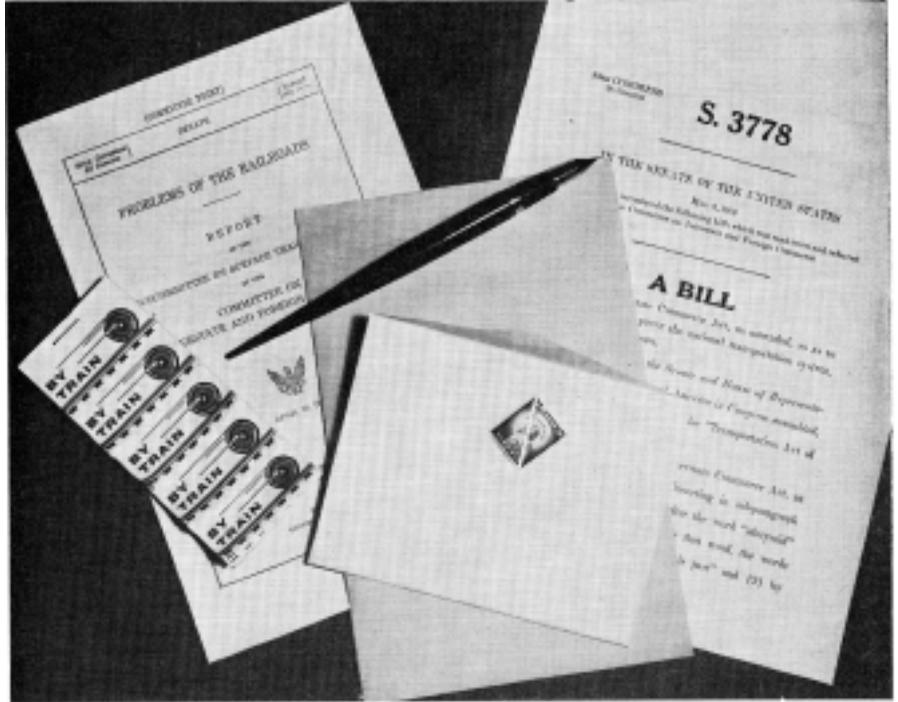
Congress has before it, in both the Senate and the House, measures designed to give railroads the right to compete with other carriers on a more equal basis, to remove many of the chains that have bound the railroads, and penalized all the people of the United States by forcing traffic into uneconomic channels.

Result of Long Study

If it is important to you, as a railroad employe, as the wife of a railroad man, as a shipper, as a shareowner, or as a citizen, to see America's railroads survive as strong wage paying entities, paying taxes in peace and war, and ready to defend the United States with an efficient transportation system, let your Senator know, and let your Congressman know.

The measure before Congress, prepared after long and intensive study by the Senate subcommittee on surface transportation, is known as the Smathers Bill (S. 3778).

Opponents of the measure include those who have been batten-



HERE ARE THE TOOLS THAT will make the railroads strong and free. The committee report and the proposed law are Congress' tools; the others are yours. Both are needed. If you write your senators and your congressman supporting S. 3778 and similar bills pending in the house in sufficient numbers to overcome the opposition, the bill will become law. Keep writing: the bill must pass both houses, and then it is likely that a compromise bill will have to be acted upon. As one railroad executive put it: "It's only YOUR JOB."

ing on subsidies; who have enjoyed a protected nook in business, free from regulation; those who have found a way around taxes on freight moving by common carrier; and those who have found a way to haul manufactured goods as "farm products."

Opponents Are Writing

They are writing their congressmen and yours demanding that the bill be defeated. Will you let their voices, their opinions on these bills be the only ones heard by the men who represent you in Washington?

Or is your job, your career worth the ten minutes or so it takes to write the man you and your friends and neighbors sent to Congress? Remember, he cannot read your mind; he cannot know how you feel if you don't tell him. He wants to hear from you.

Some find their first letters hard to write. It's like getting olives out of the bottle. The first is hard, the rest come easy.

No one will bring any pressure on you to write. But if the railroads are to survive, the measure must pass. And opponents of the bill are strong, skillful, and experienced in their dealings with law-making bodies.

Your letter need not be involved, formal, or "dressy." One experi-
(Please turn to page 29)

● ● ●
OUTLINE of bill will be found on page 12.

NAMES of Senators and Congressmen on page 13.

New World Opens to Five at Scholarship Luncheon

Erie Scholars Get Good News at Meal



PRESIDENT HARRY W. VON WILLER presented every one of the winners with formal notification of appointment to an Erie scholarship. Here John M. Bell gets his papers while his parents, Mr. and Mrs. Eldon O. Bell, Huntington, look on.



HERE ARE THE FIVE WINNERS: Helen M. Grossbeck, John M. Bell, Martin S. Weber, Robert C. Henrich and Roger J. Hopper, all wearing their victory smiles.

FIVE CHILDREN of Erie employes had the doors to a new world opened to them at a luncheon in Cleveland the other day. For the five were chosen from the 118 who completed their examination papers for the Erie Railroad Scholarship Award, and members of the award committee entertained them, their parents, and officers of the road at lunch.

The awards mean \$1,000 a year for four years toward college expenses for every one of the five, provided they keep in good standing. Their appointment brings to 30 the number of children of Erie parents who have been helped toward college degrees by the railroad.

As is the custom, none of the five had been informed that he was a winner—so when the four boys and a girl met one another and one another's parents just before lunch they definitely had butterflies in their stomachs.

A Merry Affair

But after they had been seated, Raymond J. Wean, sr., chairman of the scholarship committee and a director of the Erie, read the official news that they were the ones that had won, and President Harry W. Von Willer said:

"Now that you know, I'm sure you'll enjoy lunch a lot more."

The lunch was a merry one, for it is not every high school senior on the brink of graduation from high school who is assured of \$4,000 toward his college expenses.

The parents too, were glad—and very, very proud that their children had done so well. Obviously, the decision of the judges had lifted a great weight from their shoulders.

For it is no easy thing to be the

(Next page, please)

Erie Railroad Magazine



ATMOSPHERE OF A FAMILY REUNION marked the luncheon given Erie Scholarship winners and their families. Seated, left to right: Lester A. Grossbeck, Helen M. and Mrs. Grossbeck; Martin S. and Mrs. Herman Weber; Milton G. McInnes, executive vice president; Paul W. Johnston, chairman of the board; Raymond J. Wean, sr., director and chairman of the scholarship committee; Harry W. Von Willer, president; Paul J. Kindler, assistant to president;

Mrs. Eldon O. Bell, John M. and Mr. Bell; John S. Parsons, chief engineer. Standing: David R. Thompson, vice president, traffic; George C. Frank, assistant to president; M. C. Smith, jr., general counsel; Russell C. Henrich, Robert C. and Mrs. Henrich; Mrs. Ray H. Hopper, Roger J. and Mr. Hopper; Ernest E. Seise, director of personnel and training; George W. Oakley, comptroller; H. Hale Clark, superintendent of transportation, and Lawrence M. Jentoft, assistant chief engineer.

parent of a child who could certainly profit more than most from a college education, and be faced with the expenses such an education entails today.

Feeling (of Pride)

But perhaps the strongest feeling the parents had was pride—pride that their children had done so well—and the judges had made sure that these were not mere grinds, but were strong personalities as well as good students. Too, there was pride in belonging to the Erie Railroad, which recognizes the feelings of its employes, not merely as employes, but as parents as well.

That pride in the children could be well justified. Not only had the children passed the hurdles of good grades, leadership and participa-

tion in school and after-school life, but they had been chosen from a field of other high-quality children by a board of experts.

That selection committee, wholly unconnected with the Erie Railroad, were Dr. Norman Auburn, president of Akron University; Dr. J. Stephen Bloore, administrative dean of Teaneck Campus, Fairleigh-Dickinson University, and Kenneth J. Moody, training director of the American Steel & Wire Co., Cleveland.

Parents of the children were a cross-section of Erie personnel. Two are locomotive engineers; one a transitman; one a transportation clerk, and the fifth, before his death, was a freight yard clerk.

Geographically, too, the awards were representative of the Erie.

One of the scholars comes from Huntington, Ind.; another from Wayne, N. J.; one from Meadville; one from Jersey City and one from Cleveland.

Their papers had been graded by an outside organization that knew the contestants only by number; and the selection committee, in its report, praised all those who had taken the examination.

Others Listed

Besides the five chosen, the following, whose names are arranged in alphabetical order, rather than in order of standing, were among the finalists:

Alan E. Brown, son of Ernest C. Brown, electrician, Buffalo; David J. Carr, jr., son of David J. Carr, chief clerk, Ridgewood; James Con-

(Please turn to page 29)

Scholarship Winners Just Like Children Next Door

But They Get Good Grades, Lead in School, Outside Activities

WHAT sort of boys and girls will represent the children of all Erie Railroad employes on college and university campuses for the next four years? Who are these youngsters who will receive \$4,000 apiece under the road's scholarship plan?

They are boys and girls just like those next door, just like those of other men and women who help make the Erie.

That is, they are like others, if, in addition to getting straight A's at school, they are leaders in their own groups. Here are this year's winners, arranged alphabetically.

John M. Bell

The son of Mr. and Mrs. Eldon O. Bell, John will be in the top tenth of his graduating class at Huntington (Ind.) High School. His father is a transitman with an engineering crew on the Marion division.

He plans to attend either Indiana University or Purdue and major in either physics or chemistry.



John M. Bell

Besides maintaining a high academic record in high school, he earned three letters as manager of the basketball team, was president of a biology club, and participated in drama groups, the Hi Y and intramural activities.

Outside school he was a member of the Boy Scouts, held offices in church groups and the Order of DeMolay, and took part in Little League and Pony League baseball.

Helen M. Grossbeck

Helen Marie Grossbeck ranked first in her class of 195 pupils at the beginning of her senior year in high school.

But she is anything but a

"grind." She takes an active part in the management of her parents' 4-1/2-acre homestead, where she helps oversee the chicken flocks.



Helen M. Grossbeck

For her parents intended her to have a semi-rural upbringing.

Wayne, N. J., where she lives, is fast becoming just another suburb, but that has not prevented Helen from being president of the local 4-H Club and exhibiting at the Passaic County Fair, where her food exhibit took first place in 1955.

She has been a member of the National Honor Society for four years, and has participated in music groups, the student council, service clubs, Girls Athletic Association, Spanish Club and Future Teachers of America.

Her parents are Mr. and Mrs. Lester A. Grossbeck; her father is a locomotive engineer on the New York Division.

Robert C. Henrich

Active participation in school and church affairs did not keep Robert C. Henrich, son of Mr. and Mrs. Russell C. Henrich of Meadville, off the honor roll. Throughout his high school career he has been in the top tenth of a class of 281 members.

During the last four years he

has been president and treasurer of Hi Y, a member of the Key Club, Latin Club, Varsity M Club, senior activities council and annual staff.



Robert C. Henrich

He earned his M as a member of the school swimming team. His summers have been spent as waterfront director of the YMCA camp at Pymatuning Lake.

His church activities have included service as moderator of both the junior and senior high school Westminster Fellowships, and he is a member of the ushers' society of the Presbyterian Church.

His father, Russell C. Henrich, is a locomotive engineer.

Roger J. Hopper

Roger Hopper plans an engineering career, and has a bias toward nuclear studies, a bias acquired as a result of his love of geometry and science courses in Fairview Park (O.) High School.

Besides getting high grades in his high school classes, Roger took part in amateur baseball, was a member of the junior police of his community, and a member of a rifle association.

He holds a part-time job as a shoe clerk. He holds an office in



Roger J. Hopper

the Order of DeMolay, and earned a letter as a member of the high school band for three years.

He is the son of Mr. and Mrs. (Next page, please)

Ray H. Hopper, 20550 Belvidere Avenue, Fairview Park, a suburb of Cleveland. His father is a clerk in the transportation department in Cleveland.

Martin S. Weber

Valedictorian of his class at Henry Snyder High School in Jersey City, Martin Weber plans to become a lawyer, and has been admitted to Princeton.

He is the son of the late Herman Weber, assistant chief clerk at the Penhorn office of Croxton Yards, and lives with his mother, Mrs. Fannie Weber, at 83 Van Wagenen Avenue, Jersey City.

Besides getting the highest grades ever recorded at his high school, Martin has been active in



Martin S. Weber

many outside activities. He won the American Legion Award, was a representative from Jersey City at the New Jersey Boys State, vice president of the local chapter of the National Honor Society, editor of the school newspaper, earned a letter in tennis, and was chairman of the class ring and publicity committees.

He has been president and secretary of the junior congregation of the Sons of Israel Synagogue, and treasurer and vice president of Iota Chapter, Mu Sigma fraternity.



"Eddie is here on an Erie Scholarship Award."



NAME	POSITION	LOCATION	YEARS	
			DATE	SERVICE
John L. Bloker	Car Repairer Helper	Port Jervis	4- 8-58	38
Benjamin Bonnie	Trackman	Batavia	4-16-58	22
Lester R. Bunch	Section Foreman	Bolivar	4- 4-58	35
Benjamin Cusumano	Laborer	Meadville	4-28-58	23
William A. Dale	Asst. Chief of Tariff Bur.	New York	5-31-58	50
Harold P. Devine	Machinist	Dunmore	4- 3-58	40
Louis A. Dizzina	Section Foreman	Sparkill	5-30-58	37
James Donnelly	Telegraph Operator	Hubbard	4-16-58	42
Joseppe Ferraro	Carpenter	Patterson	4-18-58	36
Arnold Ferrel	Yard Conductor- Retarder Operator	Marion	3-31-58	46
John M. Fincannon	Camp Maintainer	Cleveland	4-29-58	29
William F. Flaherty	Car Inspector	Hornell	4-22-58	34
Fred Fleckner	Painter	Jersey City	3-28-58	31
Harry E. Flenner	Trackman	Galion	4- 5-58	28
Ditzler T. Fraley	Yard Fireman	Marion	4-15-58	42
Nicholas C. Frick	General Agent	Kansas City	5-31-58	45
Peter Gaides	Watchman	Jersey City	4-21-58	49
Marion F. Getman	Trackman	Lancaster	3-20-58	40
George H. Glor	Carpenter	Buffalo	3- 3-58	36
Robert C. Goff	Machinist Helper	Hornell	4- 3-58	39
Edward Grove	Trackman	Lackawaxen	4-24-58	25
Orville S. Harris	Car Inspector	Huntington	4- 7-58	39
Frank L. Judy	Work Equipment Foreman	Marion	5-31-58	35
Alfred P. Kreinberg	Welder	Susquehanna	3-31-58	40
John J. Mabey	Asst. to General Eastern Freight Agent	New York	5-31-58	43
Wasył Matwijak	Car Inspector	Jersey City	4-24-58	41
Amedo Mazzella	Boilermaker Helper	Hornell	4-18-58	38
James A. McIntosh	Agent-Freight Claim Warehouse	Jersey City	3-31-58	31
Stanislaw Miksza	Coach Cleaner	Jersey City	4-30-58	34
Tony M. Orłowski	Car Inspector	Chicago	4- 4-58	38
Frank J. Smith	Yard Brakeman	Susquehanna	3-16-58	48
Josephine M. O'Brian	Chief Clerk	Waverly	4-23-58	45
Antonio Ottaviano	Section Foreman	Kent	4-30-58	38
George R. Smith	Passenger Conductor	Meadville	4-17-58	46
Myron B. Smith	Plumber	Paterson	3-31-58	43
Charles S. Stewart, jr.	General Foreman	Buffalo	5-31-58	36
William Van Horn	Yardmaster	Croxton	5-31-58	38
George Vasiliou	Trackman	Warren	3-27-58	30
Charles F. Westbrook	Yard Brakeman	Susquehanna	4- 9-58	43
Henry A. Wilson	General Eastern Freight Agent	New York	5-31-58	47



FIRST LOAD FOR THE ERIE'S new ZOO-ton depressed center flat car was this mill housing destined for Japan. Shown outside the United Engineering & Foundry Co.'s Youngstown plant, car and load weigh over a half-million pounds.

Republic Gets First Lake Ore of 1958 Season

AFTER a late start, the 1958 Great Lakes ore shipping season got under way for Erie Railroad on May 16, when 8,242 tons were moved from Cleveland to the Republic Steel Co.'s plant at Warren.

The ore, in the form of taconite pellets had come down the lakes from Silver Bay, Minn., aboard the steamer Denmark, a 440-foot long veteran of the lakes—she was built in 1909-owned and operated by the T. J. McCarthy Steamship Co.

Unloading from the vessel was carried out at the Corrigan-McKinney Docks of Republic on the Cuyahoga River, and the Erie furnished 143 specially inspected hoppers for the movement, as pelletized ore has a tendency to find the smallest hole and leak through it.

Since the Corrigan-McKinney Docks are served by the River Terminal Railway, a Republic subsidiary, the cars were turned over to the Erie for movement to Youngstown by the RTR.

The only job where you start at the top is digging holes.

445,000 'By Rail' Stickers in Use

More than 445,000 "By Rail" stickers have been distributed by the Erie Railroad Magazine.

The stickers, in black, blue and white, serve to draw public attention to the railroads. Railroad men, their wives, and friends of the railroads are using them on correspondence, envelopes, and even on checks and bills that they pay.

Many of those using the stickers have begun to re-order. Are you using them? You can order them from the Erie Railroad Magazine, 1327 Midland Building, Cleveland 15, O. The stickers are free.

NEEDED NOW !



Rail Costs UP 197%; Revenue Rises Only 48%

Since 1939, average prices which railroads paid for fuel, materials and supplies and the average level of railroad wages have increased more than 197%, but the average revenue received by the railroads for the transportation of passengers and freight advanced only 48%.

How these changed relationships have affected railway operating economics is illustrated by the following comparisons :

In 1939, the railroads received an average of 0.973 cent for transporting the average ton of freight one mile. In the same year, they paid their employes an average of 77.3 cents an hour in wages. Thus, they had to carry a ton of freight 79 miles to earn enough money to pay an hour's wages to the average railroad employe.

1957 Figures

Contrast this to last year. In 1957, the railroads were paid 1.440 cents for transporting the average ton of freight one mile, and they paid out \$2.40 for the average hour's work of a railway employe.

This means that in 1957 they had to transport a ton of freight 167 miles in order to earn enough revenue to pay the average hourly wage of a railway employe.

In other words, to pay an hour's wages the railroads had to perform more than twice as much freight service last year as they performed in 1939.

Ferry, Rail Plan Both Stymied; Losses Mount

Losses from the operation of the Jersey City-Chambers Street ferry, used by only a handful of commuters every day, continued to mount last month. The Erie Railroad has received permission to discontinue the ferry from the Interstate Commerce Commission.

However, the state of New Jersey has opposed the discontinuance, and the case is before both the United States Supreme Court, and the New Jersey courts. The Erie has appealed a decision of a three-judge federal court that the ICC did not have jurisdiction in the ferry abandonment.

Losses on the operation are running at the rate of \$500,000 a year.

Meanwhile the ICC is considering the plan of the Erie and Lackawanna to consolidate trackage between Binghamton and Gibson, N. Y. It had been planned to begin the necessary construction for the consolidation this year, but the work has been postponed pending a decision.

Rail Net Called World's Largest

The railway network of the United States, Canada and Mexico forms by far the largest co-ordinated standard-gauge railway system in the world. The three countries embrace 276,000 miles of railroad, or 35.6 per cent of total world mileage.

Although there are hundreds of separate and distinct railway companies and operating units in these countries, their track structures, equipment and operating rules and practices are standardized and co-ordinated so that freight is shipped and mail and express packages are dispatched over these lines on a single bill of lading or shipping order.

A carload of freight can be loaded at any one of more than 60,000 railroad stations in the United States, Canada and Mexico and shipped without reloading to any other of the 60,000 railway stations in these countries without the transfer of cargo.

900 Ride Erie Train to Bid Kinzua Viaduct Farewell

Man Named for Bridge Makes Trip Too

MORE THAN 900 persons rode an Erie special train to bid a last farewell to Kinzua Viaduct last month.

Once one of the wonders of the world, the viaduct is marked for the scrap heap (Erie magazine for August, 1957), but residents of the area have developed a great pride in it.

For, in the days before the automobile, it was a favorite goal of excursionists. When the first structure was built, in 1882, it was said to be the longest and highest railroad bridge of its kind in the world; when that bridge, made obsolete by the increased weight of locomotives and cars, was rebuilt in steel in 1900, it was the fourth largest.

Stauffer Family

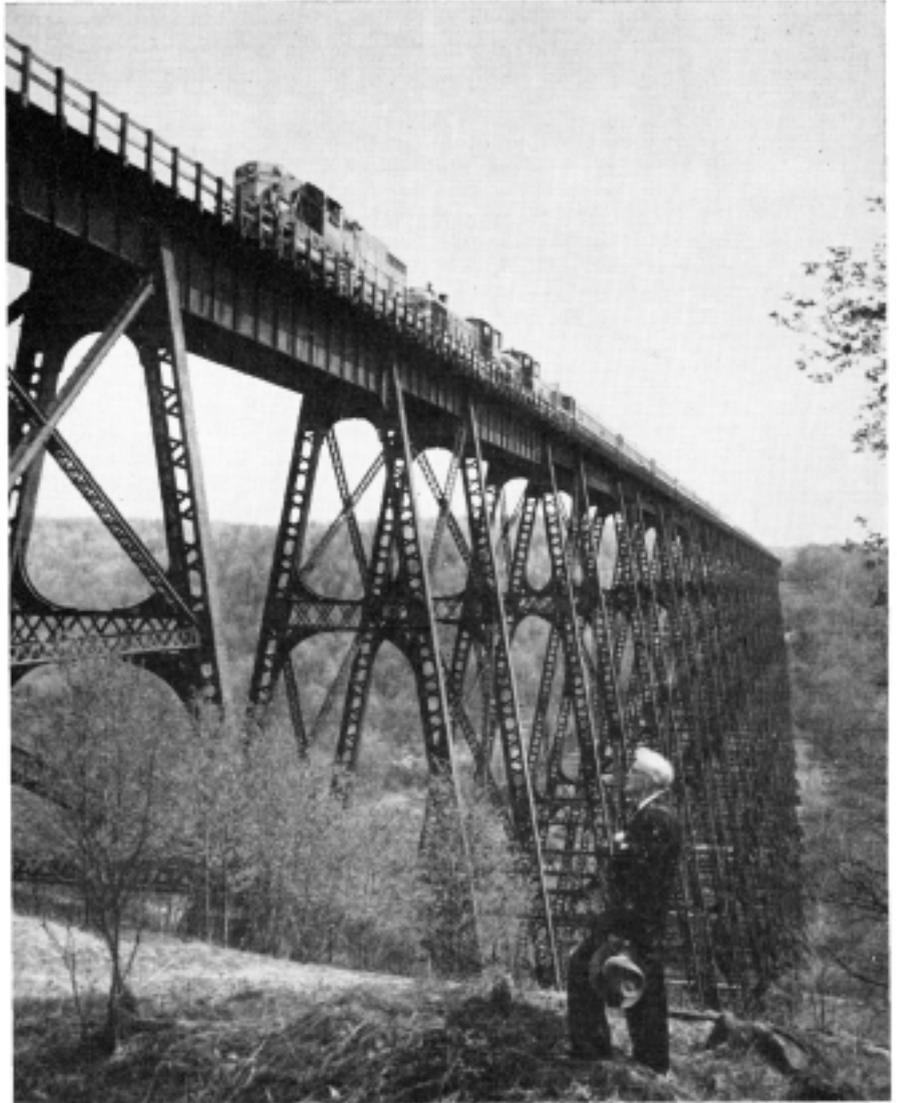
Among the 900 travelers was one from Jamestown, N. Y., who was born in the shadow of the first viaduct, and probably knows more about the history of the Kinzua bridges than any other man alive today.

He is Andrew Kinzua Stauffer, retired general bridge inspector for the Erie. His father superintended the construction of the 1882 bridge, and then stayed on, living beside the bridge, as its inspector.

For that bridge was held together with bolts, and it was Charles P. Stauffer's job to go over every bolt and nut, and every tie-rod in the bridge tightening everything up. And that bridge, like the current one, was 2,053 feet long, and 301 feet above the bottom of the gorge.

By the time he'd inspected the bridge, it was time to start again.

During his inspection tours the elder Stauffer fell 30 times, and once he fell 210 feet and survived. He was finally killed by a fall of



OLD FRIENDS MEET AGAIN. Andrew Kinzua Stauffer was named for Kinzua bridge by his father, inspector of the structure built here in 1882. Andrew drove the last rivet in the present bridge; he has asked to remove the first from it when it is dismantled. He was one of 900-odd persons on the excursion to see the viaduct.

60 feet. That was just before the turn of the century.

But his father's death did not dissuade Andrew Kinzua Stauffer from wanting to work on bridges, and when the present bridge was completed, the final rivet was driven by A. K. Stauffer, an Erie employee.

And Stauffer, who worked on Erie bridges from 1900 to 1948, has already put in his bid to drive

out the first rivet when the bridge is dismantled.

The train, sponsored by the National Railway Historical Society, was originally planned to have 12 coaches and a baggage car, but so great was the demand for tickets, that the final consist included 15 coaches, despite discouraging weather.

Many of the passengers boarded

(Please turn to page 27)

Smathers Bill to Save Rails Endorsed by Entire Industry

Here Are Points of Proposed Plan to Give industry its Chance

HERE ARE THE POINTS of the Smathers Bill (S. 3778). Its provisions have the endorsement of the entire railroad industry. Similar bills have been introduced in the House.

After every point there is a comment on the effect it would have, if enacted into law. You may wish to use these points and comments in talking to friends about the importance of the passage of the bills to you and your future, and the future of your community.

Loan Guarantee

To establish a plan of guaranteeing loans made by commercial lending institutions under strict standards and regulations administered by the Interstate Commerce Commission; to aid temporarily railroad carriers subject to the Interstate Commerce Act, that are unable to obtain needed funds through ordinary commercial channels. The guaranteed loans are not to exceed a term of 15 years and are to be used to finance or refinance acquisition and construction of equipment and other additions or betterments; to provide funds for operating expenses, working capital and interest on existing obligations. A limit of \$709 million is placed on the total guaranteeing authority with a limitation of \$150 million on guaranteed loans for operating expenses. No dividends may be paid by a carrier during the term for which any guaranteed loan is outstanding. The authority to guarantee loans expires December 31, 1960, unless continued by Congress.

Comment: This proposal does not put the government into the lending business. It would create jobs, improve service, and, in some cases, avoid bankruptcies.

Reserve Fund

To provide for the establishment by common carriers subject to the Interstate Commerce Act of a "construction reserve" fund, as a means of obtaining tax deferrals to stimulate investment in equip-

ment and other necessary transportation facilities.

Comment: This is a key proposal. It offers a prime incentive for capital expenditures that would help produce top operational efficiency by common carriers.

Right to Compete

To provide greater flexibility in the fixing of rates, amend the Interstate Commerce Act, Section 15(a), by adding a new paragraph 3 to read as follows: "In a proceeding involving competition with another mode of transportation, the Commission, in determining whether a rail rate is lower than a reasonable minimum rate, shall consider the facts and circumstances attending the movement of the traffic by railroad and not by such other mode."

Comment: This would permit the railroads to use their inherent advantage of lower costs when competing with other forms of transportation. The motor and water carriers are free to use their inherent advantages. The railroads should have the same right.

Faster Rate Adjustment

To make more effective those provisions of the Interstate Commerce Act enabling the Interstate Commerce Commission to remove discrimination against interstate or foreign commerce found to result from intrastate rates.

Comment: This would avoid costly and prolonged delays in general rate adjustments and

would give the ICC necessary authority to see to it that each service provided shall stand on its own feet, supported by rates that are compensatory.

Unprofitable Services

To vest the Interstate Commerce Commission with authority to authorize, in proper cases, the discontinuance, curtailment or consolidation of unprofitable railroad services and facilities burdening interstate commerce.

Comment: An essential step before the railroads can deal effectively with the passenger deficit problem.

Exempt Commodities

To limit the scope and application of the agricultural commodities clause of the Interstate Commerce Act in accordance with Ruling No. 107, March 19, 1958, Bureau of Motor Carriers, Interstate Commerce Commission; with the exception of frozen fruits and vegetables and important agricultural commodities, which would be made subject to regulation.

Comment: Expansion of the agricultural exemptions in recent years has deprived all regulated carriers of a vast amount of traffic, and has worked a hardship upon many shippers. An example is canned cherries. Ordinary canned cherries are subject to regulation; frozen canned cherries are not. This erosion must be stopped if there is to be sound public transportation.

(Next page, please)

Erie Railroad Magazine

Pseudo-Private Carriers

To make it clear that all commercial transportation of property by motor vehicle in interstate or foreign commerce, except private carriage and transportation otherwise specifically exempt, is subject to regulation, thus incorporating into law, the prohibition against buy and sell operations.

Comment: Some carriers pretend to buy the goods shipped in their vehicles, and pretend to sell it to the consignee. These are the pseudo-private carriers, and they are siphoning away more and more traffic from the regulated for-hire carriers. Legitimate private carriage would be unaffected by this proposal.

Other Recommendations

The Smathers Committee also recommended the following which are not included in the specific bills :

We have recommended to the appropriate committees of the Senate (a) that the 3% and 10% Federal excise transportation taxes on freight and passenger charges be repealed, (b) that the charges for carrying mail be made more equitable, and (c) a more realistic depreciation allowance on railroad plant and equipment be established.

Comment: Each of these is essential to the regeneration of the railroad industry. We are hopeful that the appropriate committees to which they have been referred will act promptly. Your senators and congressmen should also be urged to support these recommendations.

The committee also recommended to the Congress that arrangements be made to provide for a transportation policy study group of three qualified transportation experts to study important matters of transportation policy and report thereon within eighteen months.

Comment: This is in recognition of the fact that much more needs to be done to put the nation's transportation policies on the right track. Transport diversification and adequate charge for the use of publicly provided facilities should be given top priority by such a study group.

It's Easy to Write Your Senators, Congressman

Simple Messages, Simply Written Best; Names Are Listed

If you agree with leaders of the railroad industry that the legislation introduced by Senator George A. Smathers and similar bills introduced in the House will help the railroads, you will want to write to those men and women who represent you in Congress. You will find the names of those from points along the Erie listed below.

Those who write often to senators and congressmen urge simple letters, simply worded, plainly written, without frills.

Pencil, pen and ink, and typewritten letters are all acceptable.

Correct address for a senator is: "The Honorable John Doe, United States Senate, Washington, D. C." A congressman should be addressed as "The Honorable Robert Doe, House of Representatives, Washington, D. C."

"Dear Mr. Senator," "Dear Mr. Congressman," or "Dear Mr. (or Miss or Mrs.) Roe," are all acceptable forms of salutation.

Here are the names of the men and women who represent the overwhelming majority of Erie men and women. Your public library can help you find the name of your senators and congressman if you live off-line.

As you know, senators represent everyone in their states. Congressmen are usually elected from numbered districts, and in the list the district number follows the congressman's name.

The Smathers Bill is known as Senate Bill 3778.

New York

Senators

Irving M. Ives

Jacob K. Javits

Congressmen

Victor L. Anfuso (8)

Eugene J. Keogh (9)

Edna F. Kelly (10)

Emanuel Celler (11)

Francis E. Dorn (12)

Abraham J. Multer (13)

John J. Rooney (14)

John H. Ray (15)

Adam C. Powell, jr. (16)

Frederic R. Coudert, jr. (17)

Alfred E. Santangelo (18)

Leonard Farbstein (19)

Ludwig Teller (20)

Herbert Zelenko (21)

James C. Healey (22)

Isidore Dollinger (23)

Charles A. Buckley (24)

Paul A. Fino (25)

Mrs. Katharine St. George (28)

Howard W. Robison (37)

Harold C. Ostertag (39)

William E. Miller (40)

Edmund P. Radwan (41)

John R. Pillion (42)

Daniel A. Reed (43)

(Please turn to page 30)

Erie's Rochester Division Begins at Indian Monument

Painted Post Is Ancient Landmark; Railroad Serves Varied Area



TRAINMASTER, Buffalo and Rochester divisions, is James W. Connor.

THE ERIE RAILROAD's Rochester division begins at the romantically named city of Painted Post and follows the Cohocton River to Wayland; it runs from Attica to Avon and Rochester, and from Avon to Livonia.

Painted Post today shares a common boundary with Corning; but its residents are proud of the fact that theirs is the older place. For at this point an early Indian chief erected a monument to one of his victories.

The post, painted red with the chief's victims and prisoners shown on it in black, became a landmark in the wilderness for the early settlers, and gave its name to the city.

The Rochester division branches off from the main line within sight of a statue of an Indian that today marks the spot where the post itself once stood. For the first few hundred yards the track is maintained by the Susquehanna division, and the Rochester division proper begins a few blocks from the center of town.

At this point the rails run in a parked area in the middle of a tree-lined street, but soon they run between the street and one of Painted Post's factories. For the city is a center of air compressor and Diesel engine building.

Through Flood Gate

At city limits the right of way passes through a flood gate in the dike surrounding the city—one of four such gates in dikes that control the floods of the Cohocton River.

The Cohocton's valley is a broad one, and the stream meanders back and forth across it, so the railroad crosses it again and again, often on wrought iron bridges, sometimes on steel girder spans.

Today wrought iron is becoming a rarity, but the Rochester division is, from the railroad point of view, a historic road.

Its predecessor road was organized by residents of the valley in 1850 when it appeared that the Attica and Hornellsville (Erie Magazine for May) would not be built.

The Cohocton Valley settlers were anxious to have a connection with the Erie, and when they heard the news about the A&H, the Buffalo and Cohocton Railroad was organized, and many of them mortgaged their farms in order to have money to put into the scheme.

The original plan called for a railroad from Painted Post up the Cohocton to Avon, with a connection there with the Rochester & Genesee Valley Railroad, and then on to Buffalo by way of Batavia.

A&H Revives

The work was started, and, in 1852, the railroad's name was changed to Buffalo, Corning and New York Railroad Co. Meanwhile the Attica & Hornellsville project was revived, and that road was building too! By April 1852, the BC&NY had reached a point 45 miles from Painted Post; in 1854 Batavia was reached, and work ceased. Later its bondholders foreclosed, and the road eventually became part of the Buffalo, New York & Erie, a descendant of the A&H, and was merged with it into the Erie system.

During the regime of the BNY&E the line ending at Batavia
(Next page, please)



3. RAYMOND ORMSBY, agent at Bath, has spent nearly 41 years with the Erie—and every day of that time at Bath.



JAMES E. GRIFFIN is agent at Rochester.

had been linked to the line from Buffalo to Hornell at Attica, and the Rochester division today consists of the old line between Painted Post and Batavia, the Batavia-Attica line, and that part of the Rochester & Genesee Valley between Avon and Rochester, with the exception of the stretch between Wayland and Livonia, which was abandoned in 1956.

The division is operated as three branches: the Attica branch, from Attica to Batavia to Avon to Rochester, 52.5 miles; the Lakeville-Livonia branch from Avon to Conesus Lake Junction, 7.2 miles (at this point the 1-1/2 mile branch to Lakeville takes off) and from Conesus Lake Junction to Livonia, which is 11.6 miles from Avon; and the Wayland Branch, which goes from Painted Post to Wayland. Crews on the Wayland Branch start at Gang Mills on the Susquehanna division, and end at Wayland, 45.8 miles from Gang Mills and 43.9 miles from Painted Post.

Good Trout Fishing

Those figures sound dry and dull. But in actuality the Rochester division is anything but dull.

Along its tracks lies some of the best trout fishing; some of the most beautiful houses of New York State; at one point its right of way passes through a university campus; it serves Rochester, the home of modern photography, and salt from Caledonia makes city streets safe for millions every winter.

A ride from Painted Post along the line in the spring when the trout season is open and the Cohocton is high, but within its banks, is pleasant. For this part of the railroad is simple, friendly and close to the soil, passing close to Greek Revival farmhouses, crossing and recrossing the river while groundhogs flee to their holes from sunny spots along the bank.

Here and there along the banks of the river anglers cast their flies; and the red-winged black-birds are busy singing their nesting song.

The rails climb from an elevation of 942.5 feet at Painted Post through Coopers, Curtis and

Campbell, where they reach an elevation of 1,000 feet, and continue to climb gently along the river through Savona (1,051 feet) to Bath.

Bath is a beautiful town of old houses, white against their green lawns, and a center of industry. There is a ladder works here that began over a century ago as a sawmill and woodworking plant.

Bottles and Champagne

Too, it is the junction point of the Bath and Hammondsport with the Erie. The B&H began as a narrow gauge road back in the days when Keuka Lake was known as Crooked Lake; for a while it was part of the Erie; today it is independent, and is a busy road with an ideally balanced traffic.

For the B&H receives full box cars from the Erie, and returns full box cars.

This is because of the unique nature of the B&H's traffic. On the shores of Lake Keuka are some of the most noted champagne vineyards in the United States; box cars for Hammondsport are usually full of empty bottles, fresh from the glass factory; they return full of wine from the cellars.

At the outskirts of Bath the road passes through another gate



AN INDIAN WARRIOR stands before this sculptured replica of the original painted post at Painted Post.

in a flood control dike, and resumes its leisurely climb along the river, passing through Kanona to Avoca.

Here at Avoca, miles from the sea, is an old inn that has survived the changes that more than a century has brought about. And

(Please turn the page)



AT PAINTED POST the Erie runs beside a gleaming white factory, and then along a parked area in a residential street.

Rochester

(Story begins on page 14)

the specialty of its kitchens is fresh broiled lobster!

And for those who appreciate food, there is plenty to see in the fields along the Erie. For this is the center of New York's potato belt, and from Kanona, junction point with the Prattsburgh Railway, to Wayland huge potato warehouses dot the landscape.

Angling from Platform

At Atlanta there is a factory that ships its product all over the United States—that factory is linked to the farms around it, for it makes potato graders, machines of wood, steel and rubber that sort potatoes by size.

Cohocton looks like a perfect place to live. The Cohocton runs right through town, and it is possible to cast a fly from the Erie station platform into the stream and bring out a fish.

Now the track begins to climb in earnest, and at Wayland it ends. Here the elevation is 1,381 feet; and the milepost says that Jersey City is 336 miles away.

Ice and Summer People

Once the Erie ran on, over ever steeper grades, and without income to compensate, to Livonia, 18 miles farther on. The old summit of the division was between Wayland and Springwater, at 1,412 feet above the sea. But that was on the stretch abandoned in 1956.

Now the line resumes at Livonia, a mere 1,031 feet above the sea, and runs downhill through South Lima to Conesus Lake Junction. Seventy-five years ago the junction was a busy point, for there were summer hotels on Conesus Lake, and in winter Erie employes harvested ice from the lake for use in the line's drinking water and galleys. Today the line to the lake is useful, but it is an industrial spur.

And only a bit more than seven miles away is Avon.

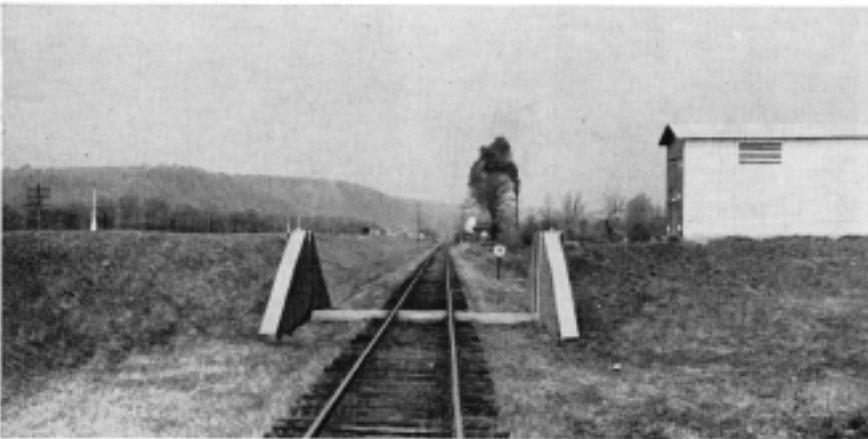
Avon was once an important rail center; it is still important to the Erie, for it is here that the line from Rochester joined the line from Livonia to Attica. But

(Next page, please)

Erie Railroad Magazine



THE VALLEY OF THE COHOCTON is beautiful, and as the railroad goes through it, the tracks are carried across the river on bridges.



GATES IN FLOOD DIKES let the Erie's tracks climb the Cohocton Valley.



BATH IS FAMOUS for the quality of its ladders.

today it is more accurate to say that this is the point where the Livonia branch leaves the Buffalo-Rochester line.

But the huge station, where the dispatcher's office can still be seen, and the traces of a steam engine terminal give some hint of Avon's past.

The line to Rochester is generally downhill for the freight station there is 516 feet above sea level, while Avon is 589. In the 17.7 miles between the two points the grades are all gentle, first up and then down again, until Rochester is reached.

Snow at Martins

The line runs through Wiards, Elm Place and Golah, and then passes under a Lehigh Valley embankment to reach Industry. Industry is a State industrial school for boys, run on the cottage system, and its location, with a railroad embankment on one side, hills on another, and the Erie and a stream on the third make the place both scenic and secure.

Now as we pass through Blair and Martins the land becomes distinctly flatter—nicer to build railroads through, but tough to keep them clear of snow. At one point (Martins) during the snowstorms this February, banks of snow 17 feet deep had to be plowed every day.

Here, too, there is an interesting railroad structure, a private bridge across the road, connecting two parts of a farm.

Turntable in Air

Today's bridge across the road is an old turntable bridge turned upside down. The story goes that when its predecessor, a wooden pony truss bridge, neared the end of its useful life the railroad offered the farmer a crossing at grade, plus an indemnity of several thousand dollars.

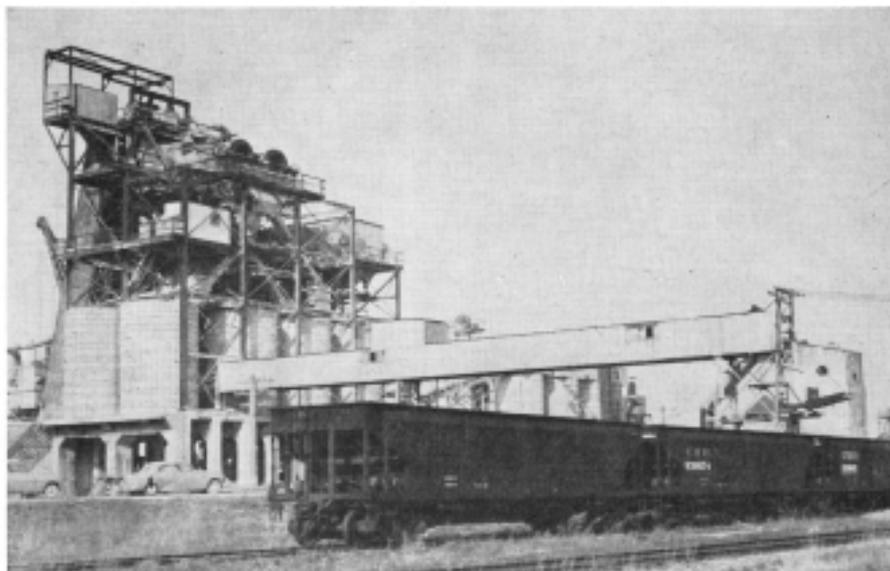
The farmer held out for either a larger indemnity or a new bridge.

He got the new bridge, thanks to the Dieselization of the Erie, which had made many turntables obsolete—and some say that he was surprised that a bridge could be installed so quickly and for less than the indemnity he had held out for.

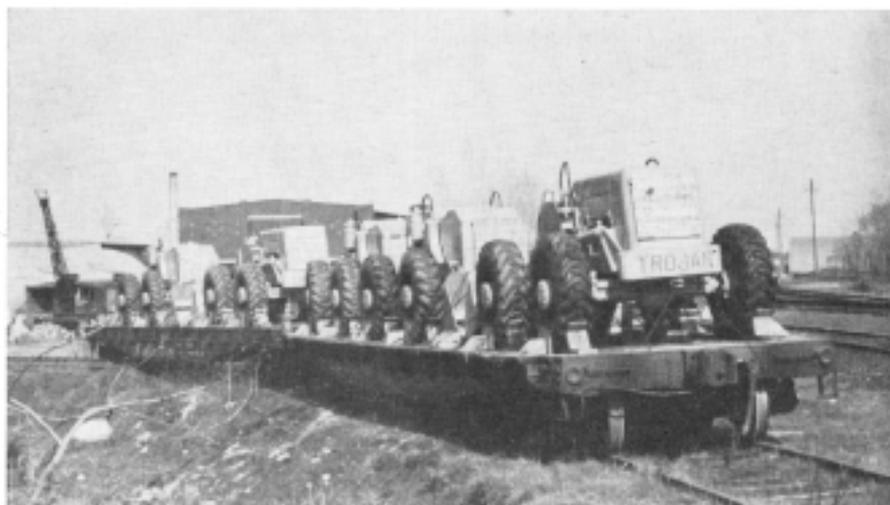
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FAST FREIGHT FOR BUFFALO leaves Rochester and passes beside the concrete wall that guards the city from flooding by the Genesee River.



CRUSHED STONE FOR BALLAST is loaded aboard Erie cars at LeRoy. The conveyor shown crosses two other roads to reach the Erie's tracks.



THIS HEAVY ROAD MACHINERY began its trip Po Venezuela from a plant at Batavia on the Erie.

PEOPLE YOU KNOW



EDWARD M. DOHENY
Lighterage Clerk



All Working for the Erie at New York Terminal Accounting



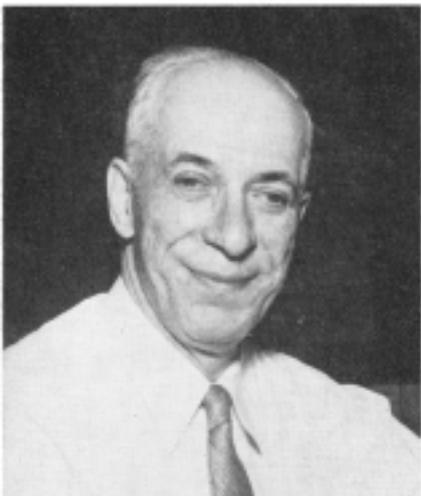
WALLACE J. AYERS
Assistant Cashier



LOUIS G. OBERMEYER
Bureau Manager



CHARLOTTE M. SCHALL
Stenographer



JOHN L. VITRONE
Assistant Cashier



JOSEPH BARRY
Assistant Chief Rate Clerk



EUGENE McGOVERN
Interchange Settlement Clerk



WILLIAM C. RYAN
Chief Clerk



PETER LAMPARAKOS
Comptometer Operator



JOHN ROACH
Pro-ing Clerk



JOHN V. SCOTT
Rate Clerk



DOMINICK S. AULETTO
Supervising Clerk



GABRIEL CHICCONI
Cashier's General Clerk



WILLIAM G. SCHNEIDER
Chief Accountant

Praise Earned by Erie Men, Women at Work

Sir:

You will recall that recently you caused Train No. 7 to make a special stop at Ridgewood, N. J. to pick up a package of vitally needed drugs. The patient was a two-year-old child at Erie, Pa., suffering from empyema.

We have just received word that, the child has made a complete recovery and is home with his family.

According to the physician in charge, recovery of the child would not have been possible except for prompt arrival of the shipment.

Our sincere thanks to you and **your** associates for your splendid cooperation in this matter.

W. H. Scheigert
Abbott Laboratories
Teterboro, N. J.

o

Sir:

My purpose in writing to you is to express my sincere appreciation to the Erie Railroad Co. for the wonderful co-operation that you extended to me and the men who made the trip [to Washington].

Robert E. Howe who was assigned to us as escort for bus, hotel and train arrangements, spent many hours making sure that our group was comfortable and in no way delayed for our necessary appointments.

Ed Swartwood in charge of equipment proved to us that travel by rail can be fun and does have many comfortable advantages not enjoyed by other means of transportation for a large group.

O. B. Chapman, Erie Passenger Traffic Dept., made it possible for the men to enjoy the maximum of comfort at a price far below our expected costs.

They are to be commended for their efforts, for without them our trip would not have been the wonderful success that it was.

William B. Chapel, Master
Cattaraugus Lodge #239,
F. & A. M.
Salamanca, N. Y.

Sir:

This is just a brief note to tell you how much I enjoyed the wonderful service extended to me on my trip on the Erie Limited.

On Jan. 14 I went to Middletown, N. Y. on a business trip, and decided to use the Erie for the trip. Generally I go by bus.

After we left Hoboken I proceeded to the dining car where waiter 4112 gave me service as I have never had from any other waiter on any other railroad.

I also wish to tell you that you should be very proud of the conductors that you have representing your company on the Erie Limited.

In the very near future I am planning a trip to Chicago, and you can rest assured I'll go the best—by ERIE.

Neal R. Albaum, Exec. Sales Mgr.
I. Irving Weissler Co.
Brooklyn 1, N. Y.

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Sir:

. . . I must again reiterate what I have previously mentioned, that our accommodations for the past two years with your railroad have been the best that we have ever had.

In our estimation, it is far superior to the other railroads which we have used on prior occasions.

Herman A. Marolt
Hyland and Hyland
Cleveland 14, Ohio

o



Sir:

It would be less than gracious if I failed to express appreciation through you to your employes on Train 1169, Hoboken to Suffern, Jan. 3, Conductor John F. Rosenbrock and Brakeman James J. Menzie, and David J. Werner, agent-operator at the Suffern station, for what I consider to be most unusual and courteous consideration in connection with a business envelope that I carelessly left on the train, particularly to that of Mr. Menzie.

The content of the envelope of itself was not of particular value except for my convenience.

In any event, I made telephone contact with Mr. Menzie at his home in Mahwah at about 9:30 p.m., and he very considerably dressed and went to the Suffern train yard to look for my described envelope.

He called me at my home at about 10:30 to give me the contenting news that he had found it. I met with him on the following morning, when he handed it to me.

So, my thanks to the individuals in the hope that it may enhance their presumably good record.

Incidentally, God willing, if I have the good fortune to continue until the spring of 1959, I will have rounded out 50 years of commuting travel on the good Erie Railroad.

F. J. Marshall
H. F. Allen Co., Inc.
New York 7, N. Y.

o

Sir:

I have been using the services of the Erie Railroad as a commuter between Montclair, New Jersey and New York City for the last three years.

I have heard and read of many criticisms of railroads in general, and perhaps some are justified, however, I want to add my comments on the other side of the ledger.

I have found the service on the Erie Railroad to be dependable . . . I have found your personnel to be polite and helpful, especially your agent at the Upper Montclair station.

C. G. Dobbs
Sales Manager
Food Brokers, Inc.
New York, N. Y.

Erie

Veterans

News

Dear Veterans :

Following the annual system meeting at Jamestown, N. Y. in January, some of the names proposed in nomination for the elective system offices withdrew their names from consideration. The net result of the nominations was a full slate of candidates, but no office left in contest.

The executive board members were polled and it was their decision that the usual mail ballot would be omitted this year. While this procedure will result in a savings of almost \$300 to the treasury, this is one economy which we cannot afford.

There is an abundance of deserving and qualified material in our chapters for these offices, and more consideration must be given to seeking it out and bringing it to the front.

After visiting several of our chapters, it is my observation that no one pattern of activity will serve every chapter. Entertainment that has proven to be popular and successful in one chapter does not necessarily work in another. However, the one event that seems to enjoy system-wide popularity is the annual outing at Conneaut Lake Park.

Saturday, August 9th is the date. . . .

Fair and sunny is the forecast. . . .

Bigger and better is the program. . . .

See you all at Conneaut Lake.

Fraternally yours,
L. E. Rodgers
President

Youngstown

By S. D. Bean

Rex Reebel reports Florida is all right to visit, but he still prefers living here.

Ralph Fero is pretty lonesome these days. His wife will soon be back from an extended visit to relatives in N. Dakota, so cheer up, Ralph.

Don't forget that June is the month for our annual family picnic at Slippery Rock Pavilion, Mill Creek Park. It is not too early to start preparing for it.

Your correspondent will be enjoying a reunion soon with a former good friend met working on the Erie back in the days "when the world was young." We'll have about 30 years to bring up to date for each other when he comes back east from California this summer.

Don't forget, boys, to let me have any items about yourselves or other Veterans that would fit into this column.

Marion

By Lucille Osmun

Approximately 60 members of the Veterans and Ladies' Auxiliary attended the monthly meeting held April 17th, in Grotto hall at Marion, Ohio.

After a pot luck dinner, the

members enjoyed a number of musical vocal selections rendered by Mrs. Guy Rank accompanied by Mrs. Wilfred Wilkins. Active fun was had in the contests prepared by the entertainment committee, Mrs. Walter Lyon.

The social committee consisted of Mrs. Charles Sidenstricker, Mrs. John Myers and Mrs. Frank Lewis.

Susquehanna

By Basil Iwinski

The regular meeting was held May 5th at 7 p.m. in the shop superintendent's office.

The chairman of the new membership campaign reported five (5) new members for the month of April: John L. Menhennett, James McGuane, John Benson, Angelo Aliano and William O'Malley.

James Ivey is vacationing in New Jersey and visiting his daughter. We wish him a very enjoyable trip.

An invitation is being forwarded to all Erie employees in the Binghamton & Elmira area with 20 years service to join the Susquehanna chapter.

If there are any who wish to join, kindly send post card with your address to Mr. Arnold McIntosh, 507 Jackson Avenue, Susquehanna, Pa.

(Please turn the page)



"Those cheap crooks! Those below the top layer are a full size smaller."

Bill Broestl win the award for being the first divot-diggers of the season. They shot their 18 at Roseland golf course.

Anne Marie Mark is another of the Erieites who was called for jury duty.

Grandfather **Art Goetz** informs us that his daughter **Daneen** gave birth to a baby girl, March 24th. The proud father and baby are doing fine. We all remember **Daneen** as a KPO.

The controversial sack was much in evidence as the Birthday Club took to Kiefer's Restaurant to celebrate the birthdays of **Ann Marie Coyne, Mary Marrie and Maureen Murray**. In an exclusive interview **Judy Oldenburg** and **Kay McGreal** informed us that the sack is here to stay. Reliable sources report that the reaction of some office males to this news has been unfavorable.

Despite the fact that October is months away **Joe Collins** is watching his calendar and dreaming of his three weeks in Mexico.

Gladys Smejsik traveled to the windy city of Chicago with her husband **Joe**, who was bowling with his team.

Mr. and Mrs. Chris Strauss spent two weeks vacation in the sunshine state. St. Petersburg and Fort Lauderdale were two of the cities they visited.

Jim Laggan, Jerry Gribek, Chris Nolan, George Bfeifer, and George West were among those who saw the Indians lose the opener to Kansas City.

Anne Hood, former clerk in **Mr. Huber's** dept., presented her husband **Bob** with a baby girl, April 11th. The proud grandfather is **John Prentice** of the M.I.T. Bureau.

George Bushwell, our retired co-worker drops in occasionally and looks younger than ever.

Imagine the embarrassment of **Frank Tracy** when, after softball practice one Saturday, he invited some of the boys out for a jaunt in his motorboat. We understand that he got out a mile or so, and then the motor conked out. Poor Frank had to get towed back in, much to the hilarity of his friends. Now we are informed that anyone

in the market for a slightly used motor should consult Captain **Frank**.

Jack Graham, manager of one of the Erie ball teams turned over his duties to **Steve Miko**. It seems that spring cleaning is taking up most of **Jack's** time.

Another of our KPO's has left us. **Maureen Murray** has taken up her new role of full time housewife.

Bill Maurer's handling of **Chuck Von Duhn's** stag party left nothing to be desired. A crew of some 40 of Chuck's friends gave him a real send-off.

Spring training for the Erie softball enthusiasts began officially April 19th. The turnout was good and despite the fact that it was the initial practice session, the team as a whole looked promising.

Stalwart **Jim Petonic** looked his usual sharp self. **Marty Marcelino** surprised us all by playing center field a la Mickey Mantle. The biggest question mark though appears to be pitching, which should improve as the season goes on.

George Hruska has started the "I hate the Indians" club. It seems he doesn't care for our local ball team.

If you've neglected your local political news, stop by and see **Gari Santora** in the machine room. Her husband **Ernest C. T. Santora** is councilman in the east side's Ward 21.

The Coasters, captained by **Chuck Von Duhn** with **Pat Von Duhn, Irene Haborak** and **Jim Petonic**, waltzed away with the championship in the Tuesday night bowling league. **Irene** also copped individual average honors among the girls with 133 and **Jim** paced the men with 167.

Now that the Erie softball season is upon us the boys who play would appreciate it if they had some support from their co-workers. From past experience we know that fans in the stands rooting for us proved to be a real morale booster. So how about it? Get out and support your teams all the way.



ANNE C. WILLIAMS, daughter of Mr. and Mrs. George J. Williams, has won a scholarship to **Mary Manse College, Toledo**. Her father is a steelman in the Erie's department of structures.

AUDITOR OF DISBURSEMENTS
Denny Kish and Dorothy Buday
Mr. and Mrs. Frank Troyano spent two weeks motoring through Florida.

Denny Kish and his wife visited Iron Mountain, Michigan.

Lillian DeCorpo tested her new car by visiting her brother in Indiana.

Marilyn Maely returned from Florida with a nice tan and some very becoming freckles.

Ed Joniak is putting mileage on his car traveling back and forth to Strongsville.

We predict that the men's bowling team is going to end up in ninth place this year. Captain **Nelson Case** has discovered that he is more adapted to raising tropical fish than bowling.

Many of our co-workers have claimed to own the best dog in the office. We decided to have a picture contest to prove who was right once and for all. **Lillian DeCorpo's** thirteen year old spaniel, "Lacey," took top honors over all others. First prize was a box of dog biscuits.

Secretly everyone still thinks his or her dog is the most appealing.
(Please turn the page)

HORMELL ACCOUNTING BUREAU

By Dick Crowley

Best wishes to **Lillian Karl** on her vacation trip to Oregon. Also to **Ella Dennison** who visited relatives in Indiana. **Carolyn Benson** attended a wedding in Rochester.

We are happy to hear that **Dick Miller's** wife, **Janice**, is getting out a little after being injured in an auto accident several months ago.

Dorothy Marks picked the right kind of dog, the kind that doesn't bark.

Mary Dahill, a former employe, visited the office recently.

Howard Pascoe is a grandfather for the 16th time.

Welcome back to **Russell White** and **John Casey**.

Jack Burlingame was out trying his luck at fishing this season.

Coots Congelli missed a stag party because the stork brought his wife a baby girl, **Diane Marie**. Thirty-five friends and fellow employes were at the party given for **Fritz Singleton** who entered the service May 7th.

The Erie bowling league finished the season at a dinner with **Leo Harkins** acting as toastmaster.

Bob Hillman, with high individual single game, led his team into second place. **Fred Petersen**, with high average of 180, led his team into third place.

Harry Lemen's team tied for seventh place. **Tom Piacenti** had high individual three game score.

June birthday greetings go to: **Jerry Baird, Carolyn Walter, John Gibi, Marlene New, Robert Young, Angie Petrillo, Harry Lemen, Fred Cortese, Bill Leonard, Bob Ksaft, Judy Webb, Bill Moore, Thelma Underwood** and **Rona Burnard**.

The sack dresses were officially introduced to the office recently.

I know we would all like to take this opportunity to say "Thank you" to **Lynn Lamb** for the fine job he has done in the past six years as magazine correspondent for Hornell accounting.

I shall try to continue to bring you the office news in the same good taste that Lynn has shown in the past.

Mahoning Division POLICE DEPARTMENT

By J. O. Sheets

Patrolman **A. Herrick** is planning a trip to Los Angeles, Calif. to visit his brother.

Patrolman **R. E. Hamilton** has put a new set of tires on his automobile and is ready for his summer vacation.

Patrolman **B. R. McKay** is looking forward to some good fishing in Lake Erie this summer.

Patrolman **E. J. Conricote**, Cub Master, is very busy these days with his Cub Scout pack no. 28 at Youngstown, Ohio.

Lieut. **C. H. Pageler** is getting his motor boat and fishing equipment ready for fishing this summer.

Patrolman **D. H. Karr** recently acquired an antique piano that is over 100 years old.

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Allegany-Meadville SALAMANCA

By Samuel Minneci

Ralph Read, former report clerk in the superintendent's office, was honored, following his retirement by a testimonial dinner sponsored by Local 678 B. of R. C.

Your correspondent gave the welcome address and toastmaster **John H. Thornton** presented **Ralph** with a money purse from his Erie friends.

A life membership in the Erie Veterans was bestowed on **Ralph**, a 30-year member, by chapter chairman **James L. Murray**.

Your correspondent was out on the little brook at 5 a.m. April 12 and caught nine brook trout, seven to nine inches long. He left the tenth one to seed a future crop.

TRAINMASTERS OFFICE, MEADVILLE

By Esther J. Deissler

Mr. and Mrs. W. S. Allen, passenger conductor, have returned from a train trip to San Antonio, and a motor trip from there to Mexico City with his brother, **Mr. and Mrs. G. S. Allen**.

Engineer **R. J. Leffingwell** and family have returned from Phoenix, Ariz.

Mr. and Mrs. W. K. Prather have returned from Las Vegas, N. M.

Congratulations to **R. M. Bos-sard**, fireman, and his wife on the birth of a girl.

• • •

New York Division

WEEHAWKEN DOCKS AND LOCAL

By Violet Schmitt

We welcome **J. Stesner** and **Walter Posochowicz** to Weehawken as junior clerk-messengers.

It's an 8 lb. 6 oz. baby girl, **Nancy Elizabeth**, to Dock Laborer **J. Meehan** and his wife. Her birthday is April 15th. Congratulations.

The new arrival in Dock Laborer **Bizukiewicz's** family was named **Stanley Adam**.

Mr. George Tegetmeyer, currently retired after 61 years in Erie service, and another genial gentleman named **J. J. Dillon**, former agent at Erie Harlem station, were recent visitors at our station renewing old acquaintances. We wish both of these gentlemen the best of health and continued happiness.

Congratulations are extended to **Mr. and Mrs. F. Pizzuta**, westbound clerk, who celebrated their 30th wedding anniversary with a family dinner party. Daughter **Lucille** and her husband sent congratulatory message from Hawaii.

Audrey Matthews, daughter of **Roger Matthews**, checker, had the honor of being selected to attend Girls' State College for a week as a representative of the Women's Auxiliary of Roemer Bollerman Post #221, American Legion, Ridgefield, N. J. **Audrey**, a junior at Cliffside Park high school, is very active in various school clubs

(Next page, please)

Erie Railroad Magazine

and is social editor of the school paper, Cli-Hi News.

J. Chrzanowski, branch clerk, **J. Barry**, general clerk, and **J. Welsh**, general foreman, have solved the problem of hitting the ten-pin in competition with Erie bowlers—they have purchased a ten pin to practice with.

J. Rudd, dock laborer, and family finally moved into their new home at White Meadow Lake just in time to enjoy the cool breezes from the lake. And we understand that **B. Benzoni**, cooper, and family have just purchased a home at Saddle Brook, N. J.

It's good to see **R. Thomas**, janitor-trucker, and **F. Manzi**, dock laborer, back on the bulkhead and feeling much improved.

W. Freitag, crane operator, has made reservations for a two-week vacation at Miami Beach, Florida.

John Ricciardi, foreman, is spending his vacation painting the outside of his house, but the weatherman has not been one bit cooperative.

PASSAIC

Harry Flanagan has purchased a new car. We wish him a lot of luck.

John Sees enjoyed a week's vacation in Miami Beach, Florida, flying both ways.

SUPERINTENDENT'S OFFICE JERSEY CITY

By **Mary A. D. Meyer**

Congratulations to **Barbara Meisten** on her engagement.

We welcome to our office **Christina McNamara** from Pier 28 New York as file clerk. She replaced **Andy Sanok** who went to M & W Jersey City as requisition clerk in place of **Dan Boyle**.

Greetings from former employes come from out California way to all from **Catharine Gurney Majack**, also from **Ruth Larivee Stephen** in Maywood, New Jersey.

Vacationing co-workers include **Carl Hansen**, **Fred Spratt**, **Bill Baggart** and **George Ameer**. All are taking local trips.

Neil Fulton is trying his luck at trout fishing in the Saddle River.

Mr. and Mrs. Fred Dana did their vacation relaxing high and handsome amid mountain scenery in the Tennessee Smokies.

Stores

MEADVILLE SCRAP & RECLAM.

By **George Smith**

Happy birthday to: **A. J. Thomas**, **Walter McKim**, **Edward Savel**, **Thelma Pope**, **John Izbinski** and **Lawrence Osten**.

Happy to report that General Foreman **Thomas Carr**, Carmen **Nick Galle** and **Ralph Foster**, and Laborer **Ralph McMunn** are all off the sick list and back working.

We are all proud of our reclama-

tion plant bowling team which again won the championship of the Erie Railroad league. The team this year was captained by **Ed Zelasko** with **Ralph Farzalo**, **Verlin Greathouse**, **Thomas Carr** and **Richard Maust**.

The team has won the championship of the Erie Railroad league seven times out of the last eight seasons, a wonderful record. The only time they lost it was 2 seasons ago.

(Please turn the page)



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WILMA RIETMAN, daughter of Frank Rietman, car inspector at Hammond, has become Mrs. Gary Weilmuenster. Here she is in her bridal gown.

The City of Erie Women's Bowling Association held their 31st annual tournament and our clerk-stenographer **Bessie McCartney** bowled on the Sherry Distributor's team.

Her team placed 9th with a score of 2111 out of a total of 135 teams. In the doubles **Bessie** and

her partner came in sixth out of 124 entries, score 979.

In the Meadville City league **Bessie** bowled on the Jamison Hotel team and placed 2nd in the doubles.

Richard Knoblow, clerk in the work equipment shop, and your correspondent were recently installed as Exalted Ruler and Organist, respectively, in the B.P.O. Elk's Lodge. Dick is following in the footsteps of his father Ward, who was Past Exalted Ruler and Past District Grand Deputy.

Congratulations to the family of **Joseph Frisina**, laborer, on their new addition to the family, **Linda Marie**. She weighed 6 lb. 12 oz.

Under news of "20 Years Ago" in the local newspaper we note that **Edgar O. Balizet**, machinist, was elected commander of Harm Jan Huidekoper Post of the Veterans of Foreign Wars.

The family of **Robert Wade**, burner, played a large part in the Towne Club fashion show held at the YWCA recently. **Mrs. Wade** modeled old and new versions of the sack and chemise dresses.

An added feature of the show, "Fashions on Parade," was a musical program presented by son **Bobby Wade** and his recently organized "Cashmeres," a vocal quartet.

Lighterage Department NEWYORK CITY

By **Regina F. Frey**

Bon voyage to **Helen Hefferman**, stenographer, who has gone to visit relatives in Ireland.

A dinner was given to **Frances King**, former arrival clerk, on May 7th at Lawler's restaurant upon her retirement. The girls from Church Street and Jersey City participated as well as those in this department.

Jim Kelly spent his vacation motoring in Mew England.

Marine Department

By **Jesse E. Baker**

James P. Ambrose, engineer on the tug Marion, is back at work after an operation. Jim says, "I never felt better."

A. Benvenuto, retired deckhand, is on Long Island visiting friends and relatives with his wife **Anne**. They will be here for two months. Ben has made his home in Fort Pierce, Florida.

The Queensboro Bridge opened in 1909 and was originally called Blackwells Island Bridge because it served this island on its way to the Borough of Queens.

Office of Car Accountant

CLEVELAND

Ella Carpenter

Josephine Zingale and **Warren Sprosty** were united in marriage at the beautiful new church of St. Rose on Saturday, May 10th.

Her white gown and fingertip veil of nylon tulle, combined with the brunette beauty of the bride, as she came down the aisle carrying white orchids on a prayer book, made a pretty picture. Her three attendants wore aqua gowns and carried yellow tea roses.

A wedding dinner for 150 relatives and guests was held at Sunnysbrook Gardens. The newlyweds spent their honeymoon in Michigan and will make their future home in Detroit.

At a candlelight service at the Pentecost Lutheran church in Lakewood on May 10th, **Daniel Lazor** and **Lois Nickel** became man and wife. Immediately following the ceremony, a reception was held at the westside Sachsenheim. A honeymoon trip to Washington, D. C. was planned.

News has been received from our former coworker, **Shirley (Prince) Rice**, of the arrival of a baby boy, **Patrick**, on March 19th.

The barbershoppers, **John Babli** and **John Hills** are at the annual convention in Columbus this year.

Doris Fnsheppour smashed her finger in the garage door and is working under difficulties these days.

It is good news to hear that **Marian Palmer's** husband, **Cliff**, has come through an emergency appendectomy successfully.

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Marion Division

TRANSPORTATION DEPARTMENT

By C. R. Swank

J. C. Schug, operator, this year displayed 475 mushrooms, which he found at his secret spot. He always shows off the mushrooms but won't show his hunting spot.

Emmett Schell, assistant division clerk, and wife spent their vacation at Phoenix, Ariz. visiting relatives and friends. They took a side trip to the Grand Canyon and other interesting spots.

14TH STREET, CHICAGO

By Chris Mardt

We were very happy to welcome **John Smith**, foreman, now fully recovered from a long illness at home and back on the job.

George Greenwald, our veteran 51st Street yard clerk who has headed our seniority roster for many years, celebrated his 49th year with the Erie Railroad on April 6th. We congratulate George on his half century mark.

Robert Lee, yard clerk of 51st Street who has been in the Army for the past two years, writes that he will be at Fort Bragg, North Carolina for two months and on June 1st will be back at Fort Gordon, Georgia. His services are almost completed and we hope to have Bob back with us soon.

We envy **Nell Walsh**, veteran biller of our westbound billing department, who will vacation at San Bernardino, California. She will visit a sister and many of her relatives who make their homes there.

Louise Reck, relief clerk, just received a beautiful diamond engagement ring and is walking on a cloud. We congratulate Louise on the happy occasion. It couldn't happen to a nicer office associate.

Every year the month of April finds **Edward Wise**, head of our O. S. & D. department, reviewing catalogues on flowers and garden implements. Ed has been beautifying the grounds around his Beverly Hills home for the past 30 years. As president of the Beverly Hills Improvement Club, he is a good example of working hard at his hobby, buying new flower and garden seeds and new garden gadgets to improve the neighborhood.

HAWOND CONSOLIDATED OFFICE

By Grace Connole

St. Victor's church, Calumet City, Ill., was the scene of a double ring wedding ceremony on April 12th when **Frank Rietman**, car inspector, gave his daughter, **Wilma Irene**, in marriage to **Gary W. Weilmuenster**.

After the ceremony a reception for approximately 270 guests was held at the home of the groom. The young couple honeymooned in the South and will make their new home at 117 155th Place, Calumet City, Ill.

Wilma is a graduate of Thornton Fractional high school and is employed as a secretary at the Metropolitan Life Insurance Company, Hammond. Her husband, also a graduate of Thornton Fractional, is employed at the Inland Steel Co. **Mr. and Mrs. Herman Weilmuenter**, grandparents of the groom, traveled from DuQuoin, Ill. for the wedding.

Hammond employes presented **Luke A. Ballard**, switchtender at Hammond for the last 15 years, with a cash gift on the occasion of his retirement. He will be missed, but we all wish him health and happiness in his retirement.

A welcome addition to the force at Hammond is **Audrey Chapman**, relief clerk, who comes to us from California.

A short visit to Detroit, Mich. was recently made by **Helen Liesenfelt**, report clerk. Although the main purpose of the visit was to see an ailing sister, she did enjoy seeing her other sisters and brothers, all of whom reside in the area.

Lloyd Connole, chief clerk, has returned from a week's visit with his family at Litchfield, Minn.

John Hafner, yard brakeman, was inducted into the U. S. Armed Forces May 6th and will have a new boss for the next couple of years.

Susquehanna Division HORNELL DIESEL SHOP

By R. L. Hammond

A testimonial dinner was held at Jack Smith's restaurant April 10 honoring **Martin G. Dean**, special inspector at Hornell Diesel shop.

68 Million Pick Rail and Safety

In the period January, 1952, through June, 1957, there was not a passenger fatality among Pullman travelers on the railroads of the United States. During that period more than 68 million passengers traveled in Pullman cars in journeys totaling more than 42 billion passenger-miles.

In striking contrast to this remarkable record—more than 190,000 persons met death in highway traffic accidents in the same period.

Pullman passengers have traveled a distance equal to 1,600,000 trips around the world without a fatal accident.

Kinzua Visit

(Story begins on page 11)

at Meadville, where the train began its run at 9 in the morning, and stops were made at Cambridge Springs, Union City, Corry, Jamestown, Randolph, Salamanca and Bradford

An hour was spent at the viaduct, and the train then retraced its route, arriving at Meadville on time.

The highest point reached by a railroad in the United States is the summit of Pikes Peak, Colorado, 14,110 feet above sea level.

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Quarry at Huntington, Ind., on the Erie Railroad

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Rochester

(Story begins on page 14)

The road runs on through West Henrietta, Brooks, Fenners, Baileys, Mortimer, Crittenden, Westfall and South Park and so to Rochester.

As it approaches Rochester the roofs of the University of Rochester can be seen above the Lombardy poplars lining the track, and an occasional student or professor, taking a short cut between classes, crosses the tracks.

The last mile or two of the line is rich in industrial sidings on one side; the other is a high concrete flood wall along the Genesee; and the freight house is remarkable for the fact that a freeway now forms part of its roof.

No More Carriages

The area around the freight house is being redeveloped, for Rochester is determined to be as beautiful a city as it is a busy one. For its industries are many—the photographic plants attracted chemical works, and today it is a thriving electronics center as well—a far cry from the days of not so long ago when Rochester boasted of "the largest carriage works in North America."

From Avon to Attica the Erie runs through Caledonia, LeRoy and Batavia.

The agent at Caledonia finds himself in the midst of real competition—for nearby are salt works that have their own connecting railroad, the Genesee and Wyoming. Short as it is the G&W connects with six other roads, and seeing to it that the Erie gets its share is not easy. But he does it.

Batavia, long an important point, contributes everything from liquid sachet to road machinery to the Erie's traffic; and only 34.8 miles from Avon the Attica branch of the Rochester division joins the Buffalo division at Attica.

o

(This is the 11th article of a series about the Erie Railroad. Forthcoming installments will trace more of the line's route from the Atlantic to the Great Lakes and the numerous branches of the road.)



Write Now

(Story begins on page 5)

enced senator lets his secretaries deal with most of his correspondence.

"But there is a strict order," the senator says, "that I see every letter written in lead pencil the day it arrives. I know that if a man writes me in pencil, the matter is important to him."

Whom to Write

When you write keep your letter simple. If you are a personal friend of the senator or congressman, recall yourself to him—that will help to spark a glow of interest in what you have to say.

The men to write are your two senators, and the congressman who represents your district. In larger centers of population, you are likely to know the representatives of adjoining districts. They would like to hear from you too—you may well be a constituent of theirs someday, or may have been before.

Too, you may have friends or relatives among congressmen or

senators from other states. Write them, too.

Be sure to get the message across—that you are FOR S. 3778. A brief note is enough.

Don't Be Backward

Don't be backward about asking your friends to write, or in telling them what the bill is about. It is not a partisan political matter, nor a sectional one.

Nor is it an act designed to aid the railroads at the expense of other forms of common carriers. It will free all regulated common carriers, including trucks, from unfair competition that exists because of loopholes in present laws.

Remember that you, and only you can help this act become law. Correct spellings of the names of senators and congressmen from the areas through which the Erie Railroad operates will be found on page 13.

Others can be found in the current Congressional Directory, or in the current World Almanac, either of which your public library will be glad to make available for you.

Luncheon

(Story begins on page 6)

don, son of Fred Condon, transitman, Canisteo; Trevor Corso, son of Frank A. Corso, locomotive engineer, Jersey City; Evelyn Dodd, daughter of George A. Dodd, yard brakeman, Hornell.

Thomas Doyle, son of John E. Doyle, signalman, Cuba; Lorraine Prokopowicz, daughter of Ignatius Prokopowicz, train inspector, Susquehanna; Stephen Michael, son of J. R. Michael, chief train dispatcher, Huntington; Lois M. Miner, daughter of Carl W. Miner, sectional storekeeper, Hornell; Judy Musser, daughter of Paul B. Musser, freight conductor, Huntington.

◆ ◆ ◆

The highest point east of the Rocky Mountains reached by a standard railroad in the United States is 4,067 feet on the Western Maryland Railroad near Spruce, West Virginia.

Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Baker, Charles Henry	Carpenter Helper	Jersey City Shop	2-22-58
Boyd, Leroy Joseph	Conductor	New York Division	3-25-58
*Brierley, William George	Test Rack	Port Jervis Car Shop	3-26-58
*Bulando, Leopold	Trackman	Meadville Division	2-21-58
*Bulger, William Aloysius	Boilermaker	Susquehanna Shop	2-19-58
*Burns, Howard Andrew	Car Inspector	Susquehanna Car Shop	4- 7-58
Canfield, Clarence Milo	Conductor	Allegany Division	4- 4-58
*Cornell, Millard Jay	Stower	Meadville Division	4- 2-58
Craig, Joseph Howard	Conductor	Rochester Division	4- 3-58
*Dyker, Adam Orrie	Road Brakeman	New York Division	4-10-58
*Edwards, Walter Levi	Machinist Helper	Dunmore Shop	2-26-58
Gibbs, Leo William	Engineer	Susquehanna Division	4- 3-58
*Haagen, Frank Jacob	Assistant Division Engineer	New York Division	3-14-58
*Hamilton, Franklin Ernest	Agent	Kent Division	3-26-58
Herrmann, Henry	General Agent	Jersey City, N. J.	3-25-58
Hogencamp, Alfred Austin	Engineer	Delaware Division	4- 1-58
Jacobs, Richard Edward	Extra Foreman	Salamanca Shop	7-17-56
*Johnson, John Elmer	Crossing Watchman	Mahoning Division	2- -58
Joseph, Thomas Trusty	Trackman	Mahoning Division	3-10-58
*Keel, William Solomon	Signal Helper	Marion Division	2-14-58
*Kellner, John Andrew	Delivery Clerk	Buffalo, N.Y., Buf. Div.	1-22-58
Kelly, James William	Conductor	Delaware Division	3-20-58
*Matthews Henry Anderson	Waiter	Dining Car Department	2-20-58
*McBride, Charles Cecil	Yard Conductor	Kent Division	3-27-58
McCloud, Charles Putnam	Agent-Operator	New York Division	1-31-58
*McMullen, John	Consulting Engineer	Cleveland, O., Mech. Dept.	2-15-58
*Nelson, John Albert	Conductor	Mahoning Division	2-18-58
*O'Brien, John Joseph	Gateman	N. Y. Terminal Division	4- 1-58
*Ola, Michael	Machinist Helper	Buffalo Shop	2-11-58
*Rhodenbaugh, Samuel Leroy	Conductor	Marion Division	3-15-58
*Rogers, Ralph Benjamin	Passenger Traffic Manager	Cleveland, O.	5-25-58
*Rubins, Paul Fenton	Conductor	Kent Division	1- 3-58
*Rymer, Cornelius Joseph	Cashier	Rutherford, N. J., N. Y. Div.	3-31-58
Scott, Curtis	Machinist Helper	Brier Hill Diesel Shop	4-20-58
Shoulders, Anderson	Laborer	Buffalo, N. Y., Trans. Dpt.	3-29-58
Slattery, Charles William	Electrician	Jersey City Shop	4-21-58
*Snodgrass, Frederick Augustus	Locomotive Engineer	Mahoning Division	2-10-58
*Stainbrook, Arthur Horace	Conductor	Meadville Division	3-11-58
*Turine, Carlo Pietro	Track Foreman	N. J. & N. Y. R. R.	2-19-58
*Wallace, Harry Chamberlain	Car Inspector	Black Rock, N.Y., Buff. Car Dpt.	4- 1-58
*Walton, Francis Joseph	Trainman	Buffalo Division	2- 3-58
Woodworth, Roy Shubel	Machinist Helper	Hornell Diesel Shop	3-31-58

*Retired Employees



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| <input type="checkbox"/> Locomotive Engineer | <input type="checkbox"/> Electrical Engineering | <input type="checkbox"/> R. R. Rate Clerk |
| | <input type="checkbox"/> Locomotive Engineer | <input type="checkbox"/> Roadmaster |
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| | | <input type="checkbox"/> Traffic Management |
| | | <input type="checkbox"/> Welding—Gas & Electric |

Name _____

Home Address _____

Occupation _____

Erie employees will receive a Special Discount



Names Listed

(Story begins on page 13)

New Jersey

Senators

H. Alexander Smith
Clifford P. Case

Congressmen

Peter Frelinghuysen, jr. (5)
William B. Widnall (7)
Gordon Canfield (8)
Frank C. Osmer, jr. (9)
Peter W. Rodino, jr. (10)
Hugh J. Addonizio (11)
Robert W. Kean (12)
Alfred D. Sieminski (13)
Vincent J. Dellay (14)

Pennsylvania

Senators

Edward Martin
Joseph S. Clark

Congressmen

Joseph L. Carrigg (10)
Daniel J. Flood (11)
Alvin R. Bush (17)
Leon H. Gavin (23)
Carroll D. Kearns (24)
Frank M. Clark (25)

Ohio

Senators

John W. Bricker
Frank J. Lausche

Congressmen

Paul F. Schenck (3)
Cliff Clevenger (5)
Clarence J. Brown (7)
Jackson E. Betts (8)
David Dennison (11)
William H. Ayres (14)
Frank T. Bow (16)
J. Harry McGregor (17)
Michael J. Kirwan (19)
Michael A. Feighan (20)
Charles A. Vanik (21)
Mrs. Frances P. Bolton (22)
William E. Minshall (23)



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SAINT LOUIS,
MISSOURI

Indiana

Senators

Homer E. Capehart
William E. Jenner

Congressmen

Ray J. Madden (1)
Charles A. Halleck (2)
F. Jay Nimitz (3)
E. Ross Adair (4)
John V. Beamer (5)

Illinois

Senators

Paul H. Douglas
Everett M. Dirksen

Congressmen

William L. Dawson (1)
Barratt O'Hara (2)
Emmet F. Byrne (3)
William E. McVey (4)
John C. Kluczynski (5)
Thomas J. O'Brien (6)
Roland V. Libonati (7)
Thomas S. Gordon (8)
Sidney R. Yates (9)
Harold R. Collier (10)
Timothy P. Sheehan (11)
Charles A. Boyle (12)

Mrs. Marguerite Stitt Church (13)

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RAILROAD

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If Railroads did not exist--the U.S. would have to invent them!

*From a recent editorial in the
Canton (Ohio) REPOSITORY*

SUPPOSE that everybody in the United States were to learn for the first time about a marvelous method of transportation called a railroad.

The idea would be sensational.

High-speed tractors running on steel rails laid on privately-owned rights-of-way, with minimum curves and grades, would be capable of pulling long processions of trailers full of merchandise. Imagine!

Trains of trailers would be kept rolling day in and day out until they reached their destinations. They would be shuttled into and out of vast marshaling yards, where the trailers would be grouped in the right combinations. Of all things!

Everything connected with the procedure, moreover, would be subject to taxation. It would be expected to pay for itself. What a switch that would be!

The high-speed tractors on their twin ribbons of steel could even haul human beings, in addition to freight. If necessary, the human beings could be bedded down and hauled from one place to another in special cars with comfortable seats and all the comforts of home.

It would be an absolutely revolutionary idea —railroading. Provided it had just been invented, that is.

All the progressives and the folks who try to lend a helping hand to get new ideas off

the ground would be 100 per cent for it.

All the politicians and administrators would be 100 per cent for it.

As for the militarists and hard-headed security planners, they would be 150 per cent for it, because it would represent a mode of transportation more dependable for long-haul movement of heavy cargo than anything ever dreamed of heretofore.

The whole country would welcome the useful stranger with open arms and be alert for opportunities to give it a boost.

Cities and counties would tumble over one another to build things for it and to make free land available for its terminals.

Politicians would get into higher mathematics to subsidize it with financial gimmicks.

Nothing would be too good for the railroads if the idea of transporting things on steel rails were brand new. . . .

All railroads want is a chance to be as good as they know how to be if they are unshackled —set free from regulations that were designed to curb them when they were new and threatening to abuse a monopoly in high-speed, straight-line transportation.

Railroads should be born again.

That is what would have to happen if they went out of existence.

If they did not exist, the United States would have to invent them. . . .

Association of American Railroads
WASHINGTON, D. C.

ERIE RAILROAD MAGAZINE

Midland Building,
Cleveland 15, Ohio

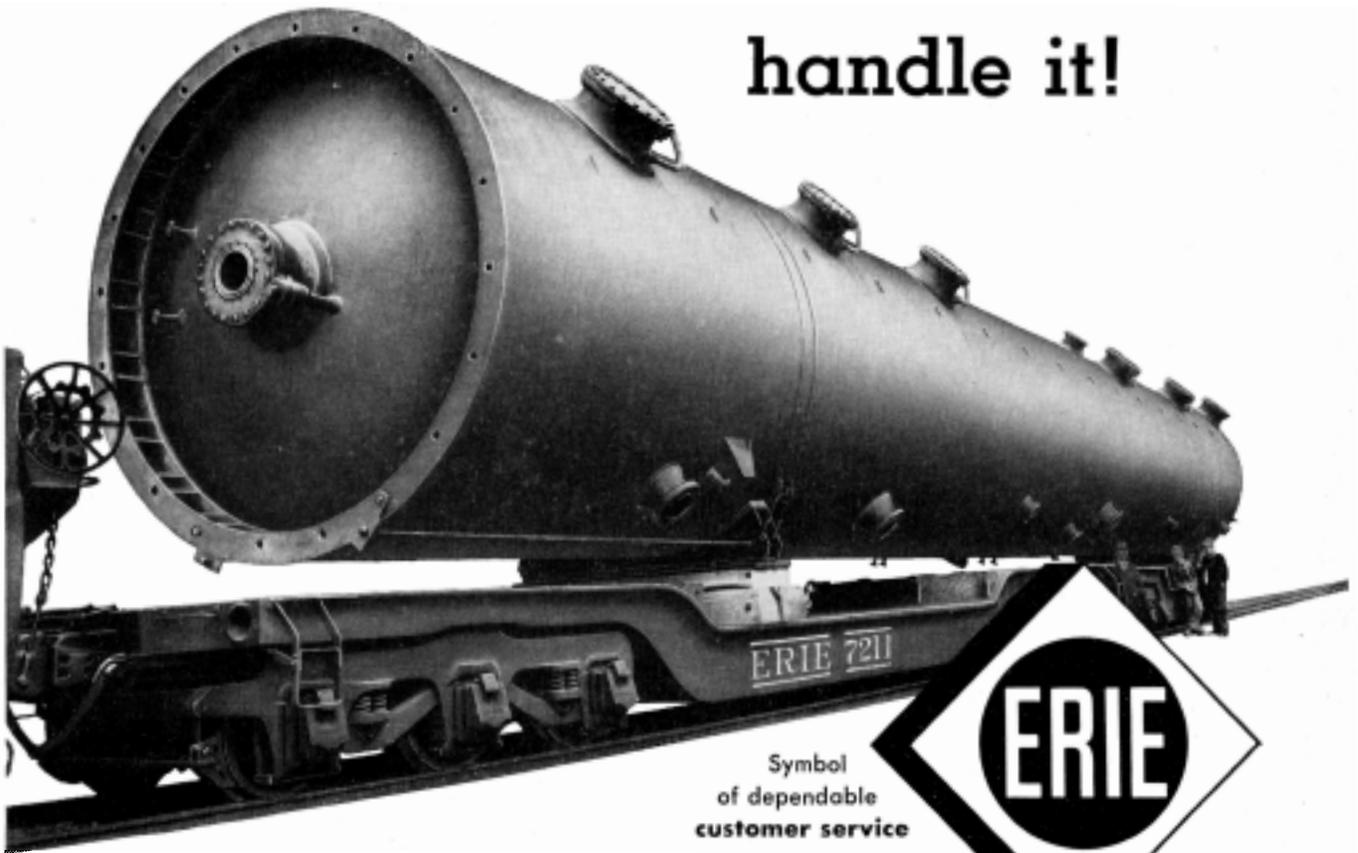
RETURN POSTAGE GUARANTEED

Permit No. 1605
Sec. 34.66, P. L. & R.
U. S. POSTAGE
PAID
Cleveland, Ohio

Waldo Brothers Co.
Mr. G. C. Robinson, Traf. Mgr.
202 Southampton St.
Boston 18, Mass.

When it's a "special" shipment Erie is ready to

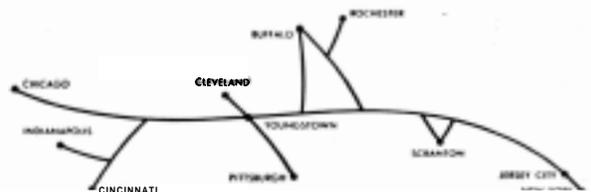
handle it!



Symbol
of dependable
customer service

When you have a shipment that calls for special equipment, special handling or extra-high and wide clearances, that's a good time to call your local Erie traffic representative. An important part of Erie's **customer service** is working with customers to develop the equipment and techniques best suited to transporting their products. And Erie has long been famous as the "high-and-wide" route for outsize shipments.

Emphasis on **customer service** is Erie's way of running a railroad. It's a constant reminder to men in every department to be alert to opportunities to serve your shipping needs better. And whenever you route freight—"special" or not—to or from the Erie Area, a call to your nearest Erie man will put our brand of service to work for you!



Erie Railroad

*Dependable Service for
the Heart of Industrial America*